



H.W. Lochner, Inc. ■ 310 East 4500 South, Ste. 600 ■ Salt Lake City, UT 84107 ■ Phone 801.262.8700 ■ Fax 801.262.8885

Community Coordination Committee Meeting Summary State Street, 9000 South to 10600 South

To: Attendees Date: August 15, 2005
From: State Street Project Team CC: File
Project: State Street, 9000 South to 10600 South Meeting Location: Sandy City Hall
Subject: CCC Meeting Sandy, UT

The following summary is the writer's interpretation of the meeting discussion. If there are any discrepancies or items that need clarification or correction, please notify Becky Henson.

The CCC Meeting was held at Sandy City Hall on Wednesday, July 13, 2005 from 8:00 am to 10:00 am. The following individuals were in attendance*:

Attendees:

- Allen White, Alta View Estates
- Kim Choate, America First Credit Union
- Randi Kennedy, America First Credit Union
- Kevin Wilde, Auto Mall
- Chris Sudol, BD Medical
- Troy Aplinio, Chick-Fil-A
- Jim Bournakis, Jim's Diner
- Jim Derrick, Larry H. Miller
- Arnie Defuentes, Lourdes
- Quinn Nelson, PC Laptops
- Trina Klingler, Sandy City
- Natalie Watson, South Towne Center
- Greg Van de Wiele, Target
- Naomi Fletcher, Community Coordinator (District 1)
- Evelyn Tuddenham, UDOT Region 2 Public Involvement Coordinator
- John Montoya, UDOT Region 2 Project Manager
- Oanh Le, UDOT Region 2 Design Engineer
- Paul Goodrich, Sandy City



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- Kim Clark, Public Involvement Manager (H.W. Lochner)
- Becky Henson, Public Involvement Assistant (H.W. Lochner)

*All attendees may not be accounted for. If you were at the meeting, but your name is not on the list, please contact Becky Henson

I. Welcome/Introductions (10 min.)

- Kim Clark, of H.W. Lochner, welcomed attendees and invited them to share any thoughts, concerns or questions at any time throughout the meeting.
- All attendees introduced themselves and stated the business/organization that they were representing.

II. Meeting Objectives (5 min.)

- Kim briefly outlined the meeting agenda and explained the purpose of the meeting. The meeting objectives were as follows:
 - Inform the CCC about the purpose of the project.
 - Explain the role of the CCC members.
 - Brainstorm concerns and possible solutions.
 - Create open communication among committee members and the project team.

III. Committee's Role (10 min.)

- Kim outlined the committee's responsibilities during the project's design and construction phases. The attendees agreed to meet quarterly during the design phase and at least that often during construction. The next meeting was scheduled on October 12 from 8-10 a.m. at the Sandy City offices. Trina Klingler agreed to reserve the room.

IV. Project Overview (10 min.)

*Questions asked by the committee are in italics and are followed by responses from the project team.

- The project purpose and need is summarized by four goals:
 - Reduce congestion
 - Improve roadway safety
 - Improve pedestrian safety
 - Replace deteriorating roadway infrastructure
- The environmental document and preliminary design were completed in February 2005. The project team is currently developing the final design and attempting to acquire right-of-way. This is anticipated to continue through March 2006. Construction is anticipated to begin in Fall 2006.
 - *How long will the project last?*



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- Construction is anticipated to begin in Fall 2006 and last approximately one year. It usually takes two months to hire a contractor once the project is advertised.
- The project extents were originally from 10600 South to 9250 South, but funding has been acquired to complete the corridor through the 9000 South intersection. Project alternatives were explained.
 - *Why are you re-constructing the 10600 South intersection in concrete pavement?*
 - Intersections are paved in concrete depending on the flow of traffic. If there are higher traffic demands, the intersection is usually paved in concrete to accommodate greater future traffic flow.
 - If there are large semi-trucks traveling on the roads (which is the case with this intersection), they tend to cause more wear on an asphalt road. As they stop at the intersection, gravel is moved from its place and begins to form a divot, which is followed by a large bump. This condition is amplified over time.
 - *Why pave in concrete at 10600 South and not at 9000 South?*
 - Based on traffic data analysis, there is more traffic at 10600 South (especially large trucks/semi's) than at 9000 South.
 - *Why not pave both intersections in concrete?*
 - The 9000 South intersection does not warrant concrete paving, which is more expensive than asphalt. Concrete also takes longer to cure and has more traffic control impacts during construction.
 - *What business impacts will there be during construction (i.e. Mi Ranchito and Jordan Commons)?*
 - Businesses will be informed of any construction updates.
 - *9400 South changes from seven lanes to five lanes. Why not have seven lanes throughout the entire area?*
 - The number of lanes is determined by traffic flow in the area. The numbers indicate that present traffic demands on State Street, between 9000 S. and 9400 S., are not great enough to require seven lanes. However, in the future, this section could be restriped to seven lanes without a shoulder.
 - *How are you going to maintain traffic? How many lanes?*
 - At least one lane of traffic will be maintained throughout the corridor.
 - During peak traffic hours, two lanes of traffic will be maintained.
 - *What are considered to be peak traffic hours?*
 - Normal peak hours are from 6-9 a.m. and from 4-7 p.m.



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- *Will we have left-turn access into Mi Ranchito during and after construction?*
 - Access control will be implemented as part of this project in order to eliminate conflict points. Therefore, raised medians will be placed along the corridor.
- *When will the medians be placed?*
 - The medians are anticipated to be placed in Fall 2007.
- *A concern was expressed regarding alternate routes. In the past, there have been times when not only the main corridor was closed, but also various alternate routes that would alleviate some of the traffic congestion. How will the flow of traffic be maintained using alternative routes? Will traffic detour through neighborhoods? When projects overlap in one area, it overburdens the alternative routes and the entire area becomes bogged down with traffic.*
 - The project team, along with UDOT and Sandy City, is committed to working with cities and utilities, and coordinating with other UDOT projects.
 - Alternate routes are being planned in order to minimize impact to the surrounding area and provide an efficient means for traveling through the area.
 - The purpose of this CCC is to gather feedback and identify key areas for use as alternative routes.
- *What impacts will occur north of 9000 South on State Street? Communities in this area could be impacted by alternate routes and need to be informed about the project.*
 - The construction limits include the 9000 South intersection and construction will extend 1,500 feet north of 9000 South along State Street. Communities in this area could be impacted by alternate routes and need to be informed about the project.
- *What impacts will occur south of 10600 South? What is happening with other projects just south of there, such as 11400 South?*
 - Work should begin on the 11400 South at State Street intersection in Fall 2005 or Spring 2006.
 - The 11400 South interchange is awaiting an Environmental Record of Decision.
 - The rotomill overlay, from State Street to 1300 East along 9000 and 9400 South, is scheduled to begin mid-July and end in mid-September.

▪ **Benefits of the project**

- Kim thanked everyone for their questions and emphasized the importance of providing feedback as they participate on this committee. The benefits of the project were outlined as follows:



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- Better traffic flow
 - Improved drainage collection system
 - Smoother ridability
 - Continuous sidewalk
 - Enhanced aesthetics
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- Project commitments of working together to achieve the best plan and addressing concerns were reviewed before proceeding to the brainstorming section of the meeting.

V. Brainstorming Workshop (45 min.)

▪ Individual and Community concerns

- The attendees were assembled into groups of four to five and invited to gather around the two maps in the room to discuss any concerns. After 25 minutes, everyone came back together to list all of the concerns. The following is a list of those concerns:
 - Sound wall placement schedule
 - Contractor incentives (What are they and how do they work?)
 - Penalty to contractor for exceeding the time constraints
 - Quality of construction guarantee (i.e. materials, overall project)
 - Project timeline
 - Compile list of scheduled business events to prevent traffic delays
 - Impacts of other projects (11400 S intersection and interchange)
 - Plans for increases in traffic on alternate routes. How will these roads accommodate the substantial increase in the number of cars?
 - Pedestrian safety concerns regarding sidewalk access
 - Parking access on State Street
 - Visibility of message board signs displaying alternate routes
 - Hours of construction limitations during busy times/holidays
 - Access during extended business hours for holidays/events
 - Removal of unused cones for blocked lanes
 - Restricted traffic flow during construction
 - New soccer field/building developments near the South Town Expo Center
 - Preliminary noise wall studies
 - Landscaping (weeds are unsightly)
 - Maintenance of business during construction
 - Location of signage for detour routes
 - Unexpected emergency that disrupts traffic flow
 - Utility contacts
 - Shutting down alternate routes



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- Media liaison (Who is it?)
- Public relations contact person to relay information to public effectively
- Stay on schedule for construction
- Reach people without email
- Length of medians and timing of their placement
- Business access, especially during peak hours

The concerns were grouped as follows:

- Traffic Control/Lane and Road Closures
 - Impacts of other projects (11400 S intersection and interchange)
 - Plans for increases in traffic on alternate routes. How will these roads accommodate the substantial increase in the number of cars?
 - Hours of construction limitations during busy times/holidays
 - Restricted traffic flow during construction
 - New soccer field/building developments near the South Town Expo Center
 - Signage for detour routes
 - Unexpected emergency that disrupts traffic flow
 - Shutting down alternate routes
 - Compile list of scheduled business events to prevent traffic delays
 - Removal of unused cones for blocked lanes
 - Visibility of message board signs displaying alternate routes
 - Location of signs for detour routes
- Design Concerns
 - Landscaping (weeds are unsightly)
 - Length of medians and timing of their placement
- Public Information/Responding to the Public
 - Contractor incentives (What are they and how do they work?)
 - Utility contacts
 - Media liaison (Who is it? How is it accomplished?)
 - Public relations contact person to relay information to public effectively
 - Reach people without email
- Access to Property/Business Impact Mitigation
 - Pedestrian safety concerns regarding sidewalk access
 - Parking access on State Street
 - Business access, especially during peak hours
 - Access during extended business hours for holidays/events
 - Maintenance of business during construction



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- Quality of work
 - Quality of construction guarantee (materials, overall project)
- Schedule
 - Penalty to contractor for exceeding the time constraints
 - Project timeline
 - Stay on schedule for construction
- Noise
 - Sound wall
 - Preliminary noise wall studies

VI. Workshop Summary (15 min.)

- Kim thanked everyone for attending the meeting and for the feedback they offered. She suggested that attendees coordinate with their various constituents, co-workers and/or clients in order to obtain their opinions and bring them back to the next meeting.

VII. Upcoming Meetings (5 min.)

- The next CCC meeting will be held on October 12 at 8:00 am at the Sandy City offices in the same room (Room 341).